



# MONTGOMERY COUNTY FIRE AND RESCUE SERVICE DRIVER/OPERATOR TRAINING PROGRAM

## Practical Application Guide Sheet

Engine: Drafting/Fill Site

**Candidate Performance Competency:** The driver candidate shall display proficiency in obtaining and keeping a draft from a static water source. The candidate will set up two fill stations capable of filling tankers at a minimum rate of 500gpm each per SOP (Optimal fill rate is 1000gpm each).

Task	Value	Score
1. Select drafting site ensuring adequate water depth. Ensure entrance and egress for takers.	5	
2. Stop Engine and apply parking brake.	3	
3. Place wheel chock on downhill side of front or rear tire. <b>(CFP)</b>	3	
4. Remove 6" NST to Storz 45 degree elbow on drafting intake. Driver's side MIV is preferred. Ensure intake screen is intact and properly mounted. <b>(CFP)</b>	3	
5. a) Remove sufficient hard sleeves to reach the water source. b) Select the proper strainer for nature of source. <b>(CFP)</b> c) Connect the strainer to the hard sleeve and connect other end to intake. <b>(CFP)</b> d) Check for gaskets and ensure all connections are air tight. e) Attach rope to strainer. f) Position the hard sleeve and strainer into the water source. g) Ensure strainer is clear of debris in the water source.	3	
6. Ensure all unused intakes and discharges are closed and capped.	3	
7. Ensure all bleeders are closed.	3	
8. Establish a means to continuously circulate water to maintain draft and cool the pump. <b>(CFP)</b> <ul style="list-style-type: none"> <li>Place a hoseline on a discharge and dump water back into the source</li> <li>Flow the deck gun into the water source</li> <li>Deploy a flowing handline</li> </ul>	3	
9. Close pump cooler. <b>(CFP)</b>	3	
10. Establish two fill stations using an LDH manifold with quarter-turn valves. Position two 4" hoselines for filling incoming tankers at a minimum of 500gpm each.	5	
11. Engage pump. Listen for pump and air compressor to engage. See speedometer reading approximately 10-15 MPH. See green "Ok To Pump When Lit" indicator light in cab illuminated.	3	

Task	Value	Score
12. Operator confirms the following: a) Pump panel gauges are illuminated, b) FoamLogix Pump is on, c) Air Compressor is on, d) positive discharge pressure on the Master Discharge Gauge, and e) "Tank To Pump" valve is open.	3	
13. Close the "Tank Fill" and "Tank to Pump" valves. <b>(CFP)</b>	3	
14. Open TPM to adequate pressure. <b>(CFP)</b>	3	
15. Turn off Air Compressor and Foam Pump. <b>(CFP)</b>	3	
16. Position 4-Way priming valve to select MIV with hard sleeves attached.	5	
17. Throttle up to 1100rpm.	3	
18. Engage primer to suction water up to closed MIV. Primer must be engaged for no longer than 45 seconds.	3	
19. In very rapid succession, open MIV, adjust throttle to generate 50 to 100psi discharge pressure, disengage primer, and open pre-established circulating method.	3	
20. If no pressure can be generated, troubleshoot and return to step 16 to attempt another draft. <b>(CFP)</b>	3	
21. Open discharge to supply LDH manifold.	3	
22. Verify proper supply pressure with tanker driver. This must be done prior to opening the manifold to supply a tanker.	3	
23. Adjust throttle to provide necessary pump discharge pressure. PDP = Supply Pressure (35psi) + FL +/- EL + AP Discharge Pressure: _____ psi	5	
24. Adjust TPM to appropriate pressure. <b>(CFP)</b>	3	
25. Monitor pump panel, pump, engine compartment gauges and radio.	3	
26. Candidate will verbalize the typical causes and remedies associated with the following: • Increased vacuum reading - blocked strainer • Low vacuum reading - air leak	3	
<b>Return to Service</b>		
27. At the completion of operations: a) Throttle down to idle b) Close discharge(s) c) Close intake d) Disengage the pump e) Return TPM to zero f) Open "Master Drain Toggle" to drain pump completely	3	

Task	Value	Score
28. Open "Tank to Pump" valve to refill pump with tank water. Close "Master Drain Toggle" once water is steadily flowing from the drain. <b>(CFP)</b>	3	
29. Complete a backflush of the pump with clean water as soon as possible.	3	
30. Ensure Engine is ready to return to service.	5	
<b>Total Points</b>	100	

## **Critical Fail Points**

*Failure to successfully perform any of the following components will result in an automatic failure of this evolution regardless of total score.*

- a) Failure to use wheel chock
- b) Failure to attach proper strainer
- c) Activation of TRV
- d) Failure to properly set TPM at any stage of the evolution
- e) Failure to refill pump after draining
- f) Open Pump Cooler or Tank Fill during evolution
- g) Failure to turn off CAFS Air Compressor and/or Foam Pump
- h) Failure to achieve and maintain a draft after reasonable attempts
- i) Drafting without intake screen

**Evaluator: Initial beside the final outcome of the exam below.**

\_\_\_\_ **PASS**    \_\_\_\_ **FAIL – Overall Points**    \_\_\_\_ **FAIL – Critical Failure Point**

\_\_\_\_\_  
**Evaluator Name**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Evaluator Signature**